

Harbour ISLAND

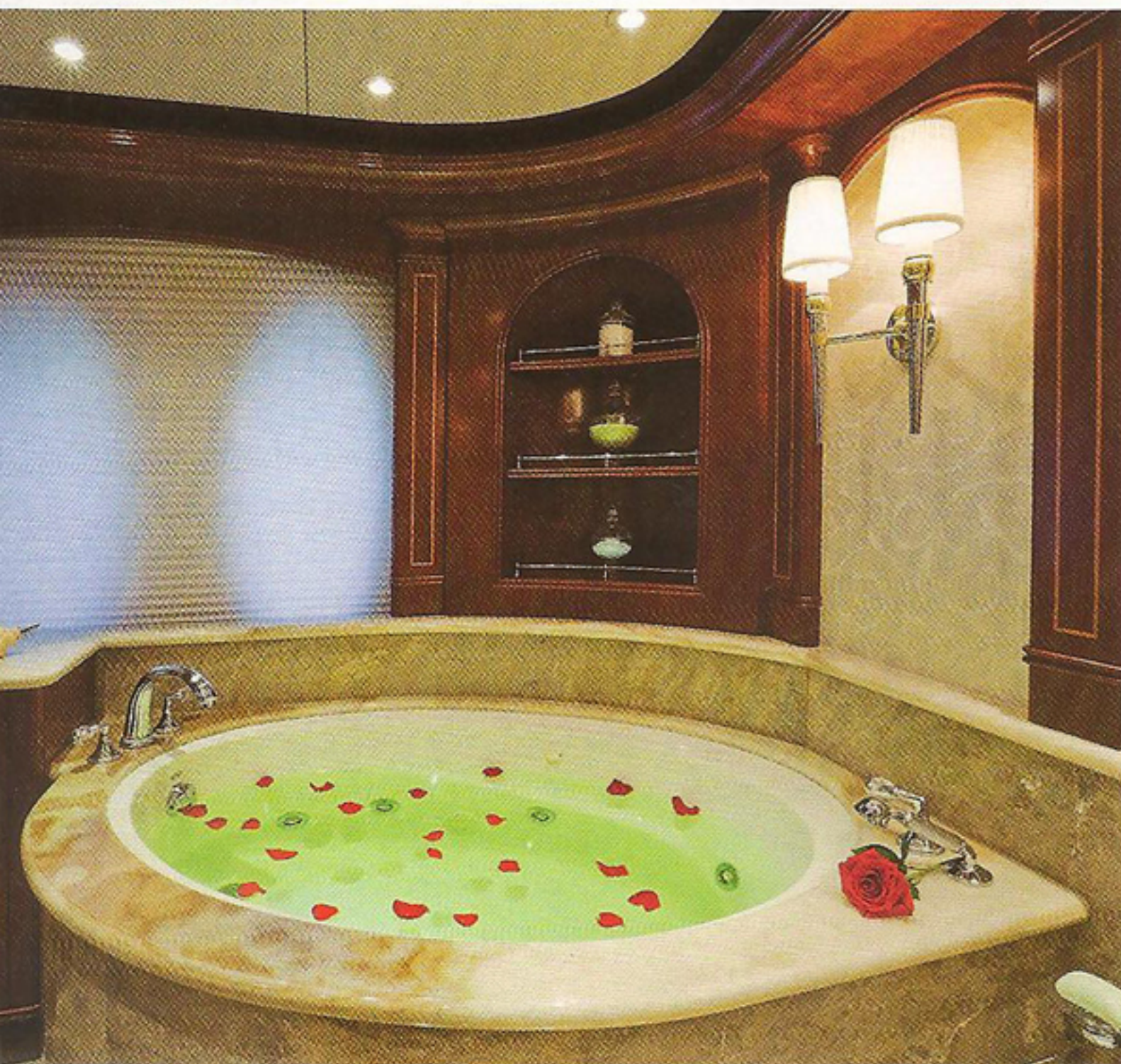
WHAT BEGAN AS A STRAIGHTFORWARD 150-FOOT BUILD BECAME A NO-HOLDS-BARRED MUCH LARGER PROJECT WHEN THE OWNER AND SHIPYARD PRIORITIZED QUALITY OVER BUILD TIME.

TEXT BY SHAW McCUTCHEON PHOTOGRAPHY BY JIM RAYCROFT





these pages
 The formal main-deck dining salon is separate from the main salon. *Harbour Island* boasts two master suites. The upper master (opposite page, top) offers commanding views while the main deck master (opposite page, bottom) revels in the full 34-foot beam.



For both the owner and the builder, the entire process was a major learning curve. A self-described “serial builder” who enjoys the design and build process almost more than the end result, the owner found himself adding and changing features that considerably lengthened the build time. The initial 150-foot length was “just a number,” according to the owner, and quickly grew to 164 feet because the owner desired more guest space. One thing that didn’t change was the beam, which was 34 feet from the start, intended for added stability and to reduce the draft (nine feet, five inches at half load) so the yacht could cruise The Bahamas and other shallow-water regions.

Once the boat broke the 500-ton barrier, the project changed considerably. Newcastle was suddenly faced with building a more complex boat, and the owner now had the freedom to create with fewer compromises. “Now we could design anything [he] wanted, volume-wise,” said Patrick Dupuis, a naval architect with Fort Lauderdale-based Murray & Associates, which did the naval architecture, overall design and interior space planning.

In addition to building to ABS class, *Harbour Island* was to carry a Cayman Islands flag, so it fell under the jurisdiction of the British Maritime and Coastguard Agency (MCA). Newcastle had never built to MCA before and *Harbour Island* became the vessel upon which it cut its teeth. “There were some two steps forward, one step back,” said Newcastle’s Kevin Keith. “But it was a learning process and we got our PhD in it.” Dupuis estimated the MCA-mandated fire protection features alone added at least a million dollars to the yacht’s cost. Among them were sliding fire doors on all the stairwells on all the decks, piping for a ultra-fog fire extinguishing system, a spare 99kW emergency generator up on the sun deck, structural fire protection throughout and escape hatches in the staterooms. The MCA also required a 2,500-lb crane on the sun deck, even though all the tenders and toys are below in the garage.

While the yard was working on complying with regulations, the owner was finding the extra length exhilarating. No longer confined to 500 tons, the yacht grew to five decks with a tank deck at the bilge level for a large laundry facility, wine cellar, walk-in freezers, more systems and a passageway for crew to maneuver around the boat without traipsing through the guest quarters. A masterstroke for chartering purposes, Murray & Associates suggested dual master staterooms, which allows a charter group composed of two parties splitting the cost to each have premium space. The “Panorama” master on the upper deck has wraparound windows for a spectacular 270-degree view forward. It is somewhat cozier than the main-deck suite below, which is a more traditional full-beam master with his-and-hers baths.

Nevertheless, no yacht is completely free of compromises, and *Harbour Island* has its share. The closet space in the dual masters, especially the lower stateroom, is limited, reflecting the yacht’s basic mission as a temporary home for charter guests or the

A masterstroke for chartering purposes, dual master staterooms allow a charter group composed of two principal parties splitting the cost to each have premium space.





this page
The spa pool has swim-up bar seating forward and a negative edge aft that spills over in a waterfall. The upper part of the split-level sun deck includes a more traditional bar (top left).

owner's party. The galley is on the small side, although the owner said it was designed in consultation with a chef.

About four years into the project, as the yacht took shape in the steel, some felt the overall dimensions of the boat didn't seem quite right: it had a high profile but was a little stubby at the stern. So a 15-foot extension to the aft deck area was added, delaying the project over a year but creating a very spacious, comfortable area that allows a variety of seating and dining arrangements. Belowdecks, the addition permitted a major expansion of a garage capable of housing two tenders and a couple of personal watercraft, an extra cabin for the engineer and more space in the bi-level engine room and control room. The house itself and the interior spaces remained the same. The extra length had another benefit: with the same Caterpillar 3512B diesels originally planned in the smaller configurations, the top speed is 15.2 knots, about a full knot faster than initially envisioned.

Fortunately both Newcastle and the owner agreed that the yacht had to be done correctly, regardless of the time it took. "The project was not strapped to stick with a budget number," says the owner. "We did things, we did it right...and we had a lot of heated meetings on cost and why are we doing things twice in some instances. It was a learning curve for the yard as well as myself. But we didn't let the budget get in the way of doing things right."

Added Keith during the Fort Lauderdale show, "Even as late as the last few months, knowing that we were coming to the boat show, knowing that time was of the essence and we had more things than we could possibly get done to make it to the show, we were finding things that we went back and changed to improve." For example, part of the piping system in the engine room was re-arranged for easier access to the valves and manifolds.

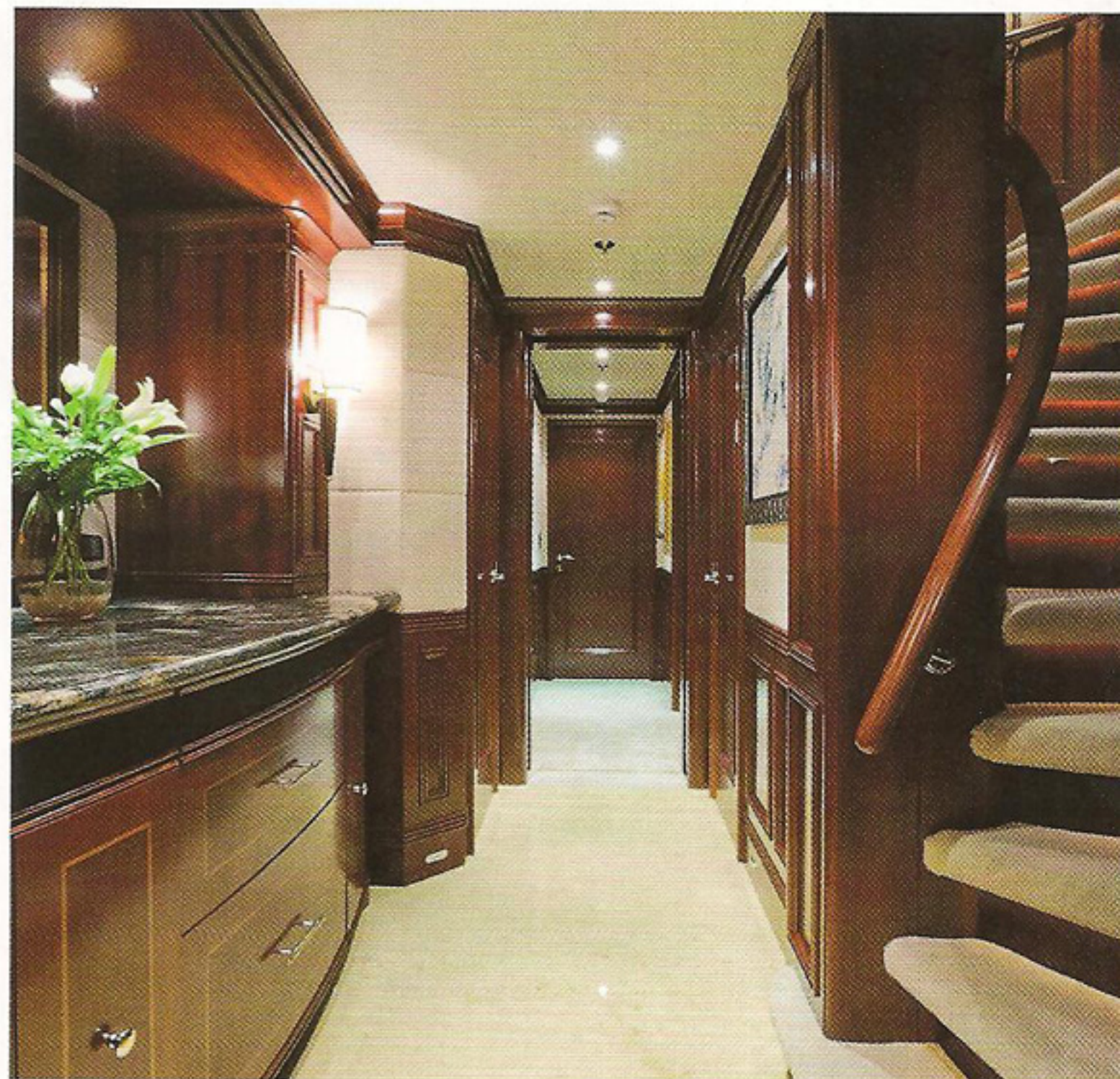
Meanwhile, interior designer Claudette Bonville created a neutral-toned interior that took advantage of the slightly smaller scale of most of the rooms. The owner's instructions were to build something with broad appeal, with an elegant interior but relaxed enough "that you don't mind putting your feet up and being comfortable, that would appeal to the charter market."

The paneling throughout the boat is African makore with sapele and maple accents. Deliberately, the largest room on the boat is not the salon but the skylounge, which the team felt would be the most-used space. The room feels even larger because of an unusual, brightly lit dome that arches over the entire space—a good two feet higher than the rest of the ceiling—offering almost 10 feet of headroom. A bar lines the forward port side and two major televisions are included, one a 90-inch projector that drops down from the overhead and a brighter 65-inch LED set behind it intended for daylight viewing. Couches in the room rotate 180 degrees to create a theatrical seating arrangement.

Above the skylounge, the sun deck is raised to accommodate the vaulted ceiling below, creating a split-level layout. The deck's



this page
The interior design featuring African makore joinery is timeless, combining both contemporary and traditional elements to appeal to three generations of the owner's family as well as charter guests.



The centerpiece of the sun deck is a waterfall spa pool with an infinity-edge designed to blend the pool with the horizon.



Meeting the owner's request for an enormous skylounge, Claudette Bonville designed a sociable space that can fit more than 100 guests, yet also accommodate smaller parties intimately and convert into a theater.



centerpiece is a waterfall spa pool aft with an infinity edge designed to blend the pool with the horizon.


Forward of the sun deck, perched high is the state-of-the-art pilothouse. Six monitors in three separate pods use an integrated ship system, allowing the captain to control all the onboard systems from any of the monitors. Wing stations on both sides of the bridge ease docking and offer excellent visibility thanks to low-cut bulwarks.

The rest of the interior is arranged in a variety of more intimate spaces that enhance an aura of quiet comfort throughout. "I'd rather do different areas where people can hide out," says Bonville. "This boat is comfortable for entertainment...there are a lot of spaces where you don't even know that the other exists on this boat." To Bonville, it is not important that the space be big enough to host a couple dozen people. Thus, the main salon, which she compares to the seldom-used living rooms of many homes, is just big enough to comfortably seat a dozen guests, no more. A good deal of salon space is devoted to a marbled foyer aft with a bar and storage space that can service both the aft deck and the salon itself.

The prime dining area on the boat is on the upper aft deck just behind the skylounge. It includes a huge round table with a rotating Lazy Susan mounted in the center. In inclement weather the more formal dining room just forward of the main salon is a good option. The tables in both areas were designed by Bonville and produced by Arquitek, a high-end Florida furniture maker. The dining areas are each serviced by a full-size galley elevator that runs four stories from the freezers on the tank deck to the upper deck. The galley comprises three separate spaces: the cooking area, just large enough for a chef; a prep compartment with a dishwasher just aft; and a serving space aft of the prep space.

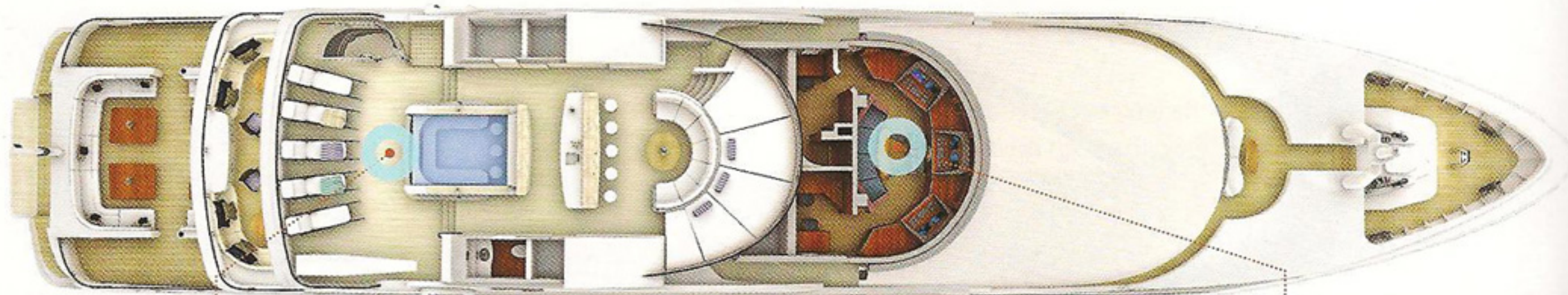
The advanced entertainment system includes 10 DIRECTV receivers for most of the televisions on the boat and a selection of 500 movies from which to choose. All of the guest areas also have iPads specially configured to control lighting, window blinds and the room's entertainment centers.

Soundown was brought in early on ensure noise abatement. The entire interior "floats" on elastic vibration-reducing dampening pads separating the exterior structure from the interior frame. Engines, generators and other noisy systems also have their own semi-elastic vibration-dampening mounts. Propeller vibration is reduced with tiles embedded in the hull just above them, and extra acoustical paneling lines many of the interior spaces.

At the Fort Lauderdale boat show, *Harbour Island* was one of the few new yachts on display at a time when there's a paucity of new builds. For the owner, who has since sold his brokerage business, it was an opportunity to show off her charter potential. For Newcastle, it was a long-awaited graduation party into the world of high-end yacht builders.  ENHANCED DIGITAL CONTENT ON THE IPAD APP

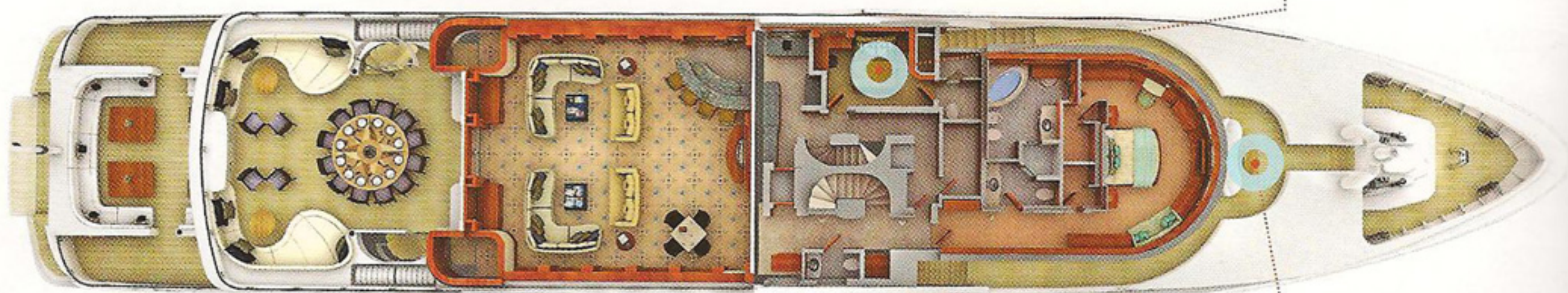
The spacious skylounge feels even larger because of an unusual, brightly lit dome that arches over the entire space—a good two feet higher than the rest of the ceiling—offering almost 10 feet of headroom.





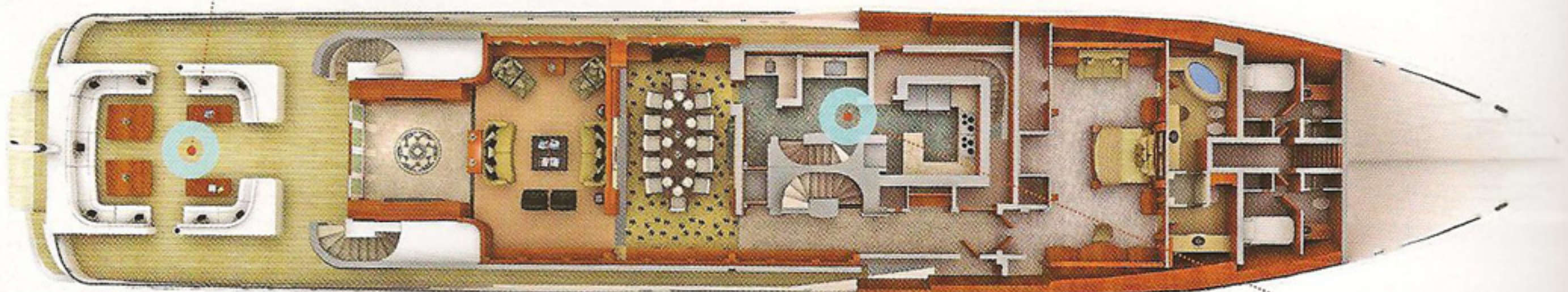
SUN DECK: Extra headroom in the skylounge created a split-level top deck with plenty of loungers, two bars and an infinity-edge spa.

BRIDGE: Excellent visibility is offered from the pilothouse perched up high. The captain's cabin is located a half a deck down.



STEP UP: The aft deck seating was raised to accommodate extra headroom in the garage/beach club and give guests better views.

EXTERIOR ACCESS: The second master has starboard access to a private Portuguese bridge, where a breakfast table/settee is available.



WATER ACCESS: The garage space is finished to a high standard, transforming it into a beach club when the tenders are deployed.

GALLEY: Designed in consultation with a chef, the galley has separate, dedicated work stations for prepping, cooking and serving.



Specifications:

BUILDER: Newcastle Shipyards
195 Comfort Road
Palatka, Florida 32177
Tel: (386) 312-0000
www.newcastleyacht.com

CHARTER: IYC
Terry Hines
Tel: (954) 850-4271
Email: thines@iyc.com
www.iyc.com

LOA: 180' (54.9m)
LWL: 161' (49.1m)
BEAM: 34' (10.4m)
DRAFT (HALF LOAD): 9' 5" (2.9m)
GROSS TONNAGE: 1,100 GT
POWER: 2 x 1,410-hp
Caterpillar 3512B
SPEED (MAX/CRUISE):
15/12 knots
RANGE: Transatlantic

FUEL CAPACITY: 29,600 U.S. gallons
THRUSTERS: 150-hp
Quantum Model QT 150
STABILIZERS: Quantum QC1200E
Zero Speed Four Fin System
GENERATORS: 2 x 250kW
Caterpillar, 1 x 99kW Kilopak
FRESHWATER CAPACITY:
5,650 U.S. gallons
OWNER AND GUESTS: 12
CREW: 12

TENDERS: 32' Intrepid center console, 17' Novurania Chase
CONSTRUCTION: Steel, aluminum
CLASSIFICATION: ABS \approx A1
YS, AMS; MCA compliant
NAVAL ARCHITECTURE:
Murray & Associates
EXTERIOR STYLING:
Newcastle Shipyards
INTERIOR DESIGNER:
Claudette Bonville Associates